Train from New Delhi to Azamgarh

594. SHRI DARA SINGH CHAUHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons why a train connecting New Delhi to Azamgarh has not been started so far, since independence;

(b) whether it is a fact that the only available train Kaifiat Express from Old Delhi does not have 1st A.C. for the Members of the Parliament neither its timing suits Central Government employees;

(c) whether Government propose to start a fresh train with 1 st A.C. and llIrd A.C. coaches from New Delhi Railway Station to Azamgarh in view of grievances of Members of Parliament and employees;

(d) if so, by when Government propose to do so; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) Two pairs of trains namely 4649/4650 Amritsar -Darbhanga Saryu Yamuna Express (tri-weekly) and 4025/4026 Delhi-Azamgarh Kaifiat Express are available between Azamgarh and Delhi which are considered adequate to cater the present level of traffic demand. One AC-2 tier and one AC-3 tier coach are available in Kaifiat Express which are considered adequate for the upper class passengers. Change in timings of Kaifiat Express and introduction of a train between New Delhi and Azamgarh is not feasible due to operational and resource constraints.

Gauge conversion projects in Rajasthan

† S95. DR. PRABHA THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) the time-frame fixed for completion of gauge conversion projects in Rajasthan;

(b) the physical and financial progress regarding gauge conversion projects in the State of Rajasthan and the reasons for delay; and

(c) the budget provision for Rewari-Sadulpur, Sriganganagar-Sarupsur and Phulera-Jodhpur railway lines in Rajasthan, and whether this provision is sufficient for completion of these projects, if so, the details thereof?

---

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) to (c) Details of new/ongoing gauge conversion works in Rajasthan alongwith allocation of funds and target date wherever fixed are given as under—

(Rs. in crore)

SI N	Name of Project i.	Year of inclu-sion in the Budget	Antici-pated cost	Anti-pated expen-diture upto March 05	Proposed budget outlay 2005-06	Progress target date wherever fixed
1	2	3	4	5	6	7
Gauge Conversion						
1.	Rewari-Sadulpur including Sadulpui Hissar	1997-98	268.32 *-	5.21	15.00	Earthwork and bridges for Sadulpur-Hissar section (70 kms) have been taken up.
2.	Bhildf-Samdri	1990-91	244.74	7.58	30.00	This work has been taken up by Rail Vikas Nigam Limited and part of the work from Samdri to Bhinmal (122 kms), has been entrusted to North Western Railway.
3.	Ajmer-Chittaurgarh-Udaipur including material modifi-cation for extension from Udaipurto Umra	1996-97	455.18	182.86	40.00	In the first phase, gauge conversion of Chittaurgarh-Udaipur has been taken up and is targeted for completion during 2004-05. The work of Ajmer-Chittaurgarh section has also been taken up where earthwork and bridge works are in progress.
4.	Sriganganagar-Sarupsar	1997-88	106.09	3.44	7.00	Detailed estimate .for formation work, preliminary expenses and bridge work sanctioned. Tenders for earthwork and bridges are under process.

'1	2	3	4	5	6	7
5.	Agra Fort-Bandikui		1995-96	.	175.03	169.55 5.48 Gauge conversion of Bandikui-Bharatpur has been completed and opened to traffic. The work of gauge ' conversion of Bharatpur-Idgah (Agra Fort) is nearing completion.
6.	Phulera-Jodhpur-Pipar Road-Bilara		1993-94	33.44	5.05 5.00	The work of gauge conversion of Phulera-Jodhpur section has since been completed and opened for traffic. The work of gauge conversion of Pipar Road-Bilara has been taken up and in this section the bridge work, earthwork and ballast supply are in progress'.

The funds to the projects are being allocated as per the availability of resources.

Compensation to accident victims

596. SHRI LALIT SURI: Will the Minister of RAILWAYS be pleased to state:

(a) the time limit prescribed by the Railways for the disposal of cases, complete in all respects, for compensation submitted by accident victims or their next of kin with the Railway Claims Tribunals,

(b) the number of pending cases complete in all respects as on 31st December, 2004, with each Tribunal beyond the time allowed for their disposal, with the reasons for delay in each case; and

(c) the action proposed to be taken for their expeditious disposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Railway Claims Tribunal (RCT) is a judicial body and as such no time limit is prescribed for disposal of cases. However, delay in disposal of cases is mainly due to the inability of the claimants to produce evidence in time. Total number of train accident cases pending as on 31-12-2004 are as follows:—